

**STATEMENT OF KEN CALVERT  
SUBCOMMITTEE ON ENVIRONMENT, TECHNOLOGY, AND STANDARDS  
COMMITTEE ON SCIENCE  
U.S. HOUSE OF REPRESENTATIVES**

**Hearing on:  
*Transportation Research & Development:  
Applications & Opportunities in the Denver Region*  
Friday, June 4, 2004  
9:30 a.m. to 11: 30 a.m.  
Broomfield City Council Chambers**

Good morning. Welcome to today's hearing, "Transportation Research and Development: Applications & Opportunities in the Denver Region." I am Ken Calvert, a senior member of the House Science Committee, and I represent the 44<sup>th</sup> district of California, including Riverside and Orange Counties. I am pleased to be here in the Denver area, and am looking forward to hearing from today's distinguished panel.

I am flying to Los Angeles this afternoon, so I know first hand about congestion. According to the Texas Transportation Institute, the Los Angeles area was ranked 1st in 2001 in total delay and in delay per person caused by congestion. Many other areas in California also fall near the top of this list. It will probably take me longer to get from LAX to West L.A. this afternoon than it would take to drive half way across the State of Colorado.

Congestion is crippling many metropolitan areas across the country, causing people to waste time that could be spent with families, businesses to lose money in delays, and at times making our roads more dangerous. Addressing congestion is critical to improving quality of life, driving economic growth, and creating safer roads.

Research and development is critical to understanding how to alleviate congestion, and the Science Committee authored legislation to fund surface transportation research and development. We are now working with our colleagues in Congress to make sure that research and development is appropriately funded in the final transportation bill.

I am looking forward to hearing from our witnesses today about how research and development can help address congestion in our transportation system, and how State, county and local governments are able to use federally-funded research to reduce congestion here in the Denver area.

I welcome the distinguished panel before us, and I look forward to your testimony. Now I will turn to Mr. Udall for his opening statement.